17-4-1 Policies & Procedures **June 2010**

PURPOSE

The purpose of this policy is to define the usage and management of the WisDOT optical fiber communications network, referred to as ITSNet. The chief objective of ITSNet is strategic and efficient deployment and management of a communications network that supports traffic operations, intelligent transportation systems (ITS), security, and emergency communications. This network shall be robust enough to accommodate real-time data, voice, and video transmission in emergency situations, and it is not to be used for traditional office automation functions.

ITSNET POLICY

The ITSNet use is for public agency, transportation-supportive purposes. This applies to fiber that WisDOT lights; it does not apply to dark fiber leased to others. Use is limited to statewide traffic management system monitoring and control; emergency transportation operations and response; and public safety communications and dispatch center connectivity for operations.

All requests for use, development, or impact to the ITSNet fiber optic network should be made through the Bureau of Traffic Operations Director. No other Bureaus or Sections in the Department have authority to provide this approval. Any permitted use is subject to available communication network capacity and is also subject to revocation at the discretion of the Bureau of Traffic Operations Director.

ITSNET DESCRIPTION

Shown here is a map of existing fiber and future fiber needs. Contact the TMC with any questions

WISDOT STAKEHOLDERS

DTSD – Bureau of Traffic Operations (BTO) is the home of the ITS program and is the steward of ITSNet. Each of the four sections has roles and responsibilities:

- Traffic Engineering Section guides policy, planning, development, and stakeholder and partner coordination.
- System Operations and Electrical Engineering Section leads all design, engineering, implementation, operations, monitoring, as-builts, local agency agreements, and maintenance, including activity associated with the Traffic Management Center (TMC)
- Highway Maintenance & Roadside Management Section handles all utility and permitting issues, exchange agreements, construction coordination when done via permit, and the collection of fees for the longitudinal occupation of controlled-access right-of-way.
- Program Management Section has authority over revenue, expenditures, and federal grants

Ongoing coordination with and support from the following:

- Division of State Patrol – Bureau of Communications
- DTSD – Regions

RIGHT-OF-WAY FEES & PERMITS

This applies to highways WisDOT charges on when utilities (e.g., telecoms) want to longitudinally occupy any controlled-access highway, including:

- All interstates
- All freeways, e.g., US 41, the Madison Beltline, etc.
- All freeway/expressway combinations (hybrids), e.g., WIS 29, US 18/151, etc.

Refer to the Controlled-Access Highways and Occupation Fees list as published in WisDOT's Utility Accommodation Policy.

If work is in conjunction with a WisDOT contract, a work on highway right-of-way (ROW) or utility permit and corresponding occupation fee is not required. However, WisDOT needs to review each activity as if applying for a permit, including checks for:

- Location of the facility within the ROW
- Potential conflicts with other utilities

- Potential conflicts with maintenance or construction projects
- Potential conflicts with current or future ITS facilities
- Access locations, whether from private property or the shoulder
- Possible lane or shoulder closures needed
- Possible work-time restrictions (e.g., no work during Packer home football games)
- Proper erosion control, restoration, and environmental-related issues (e.g., construction in wetlands)
- Proper traffic control
- Proper handling of trees and other vegetation – especially if needed for snow drift control

This must be done through the Region Utility Permit Coordinator. If it involves controlled-access facilities, the State ROW Accommodation and Permits Engineer in BTO must also be involved, and there may be a fee or fiber exchange involved.

Maintenance and repair activity also requires no permit, but the Region must be informed about work on its ROW.